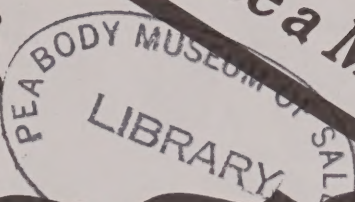




messing about in BOATS

Twice a Month!



Volume 8 ~ Number 8

September 1, 1990





messing about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will feature some of the art-
icles backlogged because of this is-
sue's focus on the boatbuilder
shows. We've got reports on the
S.S. Crocker Memorial Race, the
Blackburn Challenge, the Wooden
Canoe Heritage Association Assem-
bly, the Lake George Antique &
Classic Meet and the Speculator An-
tique & Classic Meet. There are
plenty of items about projects and
designs to fill in any remaining
spaces, but I think it will be pret-
ty much coverage of on-the-water
activities.

On the Cover...

Boatbuilder Faut Latif is one
of 62 small boatbuilders pictured in
this issue who took part in one or
more of the three boatbuilder shows
held mid-summer. Faut's boat pic-
tured on the cover won the "Build-
ers' Choice" award at the Albany
Wooden Boat Festival, voted that
honor by his fellow builders. This
whole issue brings you just about
all who exhibited at Albany, Basin
Harbor and Strawberry Banke.

Commentary

BOB
HICKS

By the time some of us got to
Strawbery Banke for the Boatbuild-
ers' Day there on July 23rd, we
were beginning to feel like mem-
bers of some sort of boatbuilders'
club. Starting a month earlier in
June, many builders had turned out
at Albany, New York, for the
Wooden Boat Festival there. Some
then moved on two weeks later to
Basin Harbor, Vermont, for the
Champlain Valley Small Craft Exhi-
bition. Then in another two weeks
it was on to Strawberry Banke for
those with stamina left for the
"show circuit". This was certainly
a different sort of summer for about
80 people who one way or another
are involved in building small
boats, mostly for a livelihood, at
least in part.

Not only did these builders
display their work to the interested
public, some for the first time, but
they also got a chance to see what
other builders were doing. The
guys were getting to know each
other by the time they arrived at
Portsmouth. Last year at Strawberry
Banke was the first time many had
ever "shown" their work. The
Wooden Boat Show at Newport had
never been affordable for most, and
now it is gone. Those professionals
who had done that show in the past
were now enjoying these far less
costly small regional shows. How it
all would work out in terms of pro-
moting the small boat building
trade remains to be seen. Crowds at
all three shows were not large, not
like the masses that attend the big
commercial boat shows. But they
were people who had a specific in-
terest in small boats, mostly of
wood.

The Albany show was adver-
tised in "Wooden Boat" magazine
with half page ads in the two is-
sues prior to the show, in an at-
tempt to attract readers of that
publication, who should include
likely prospects for the sort of
boats the builders would be dis-
playing. You also saw it advertised
on our pages, and judging from the
people I got to meet at Albany,
many of you travelled to visit that
show. The locale in Albany on a
riverfront public park meant a free
public admission policy, and local
media attention did attract the pub-
lic out for something different to
see.

The Basin Harbor Exhibition
was far smaller, about 20 builders,
and a small local crowd. Not much

advance promotion, no nearby met-
ropolitan areas from which to at-
tract visitors, yet it had a steady
if small stream of visitors at \$3 a
head admission, which included ac-
cess to the Museum's exhibits also.

Strawbery Banke built on last
year's success, with nearly 60
builders this year and a bigger
crowd than last year, when about
1000 people attended. The gate ad-
mission at Strawberry Banke was up
to \$8 this year, again this included
access to the Museum exhibits also,
but it is something of a deterrent
to some. At almost any time during
the day, any given builder had
people to talk to about his work.

The matter of crowds has al-
ways been a statistic heavily pro-
moted by the commercial trade
shows. The implication is that
thousands of people mean more
chance of doing some business.
Probably true statistically, but
when you stop and think about it,
how many people can an exhibitor
talk with meaningfully in an hour?
Even spending an average of five
minutes with any more than casual
passerby comes to only 12 an hour,
or in a seven hour show, less than
100. The thing that is important is
the degree of focus of the folks
who come to the shows. Spending
time with the "tourist" crowd isn't
useful, but how to know who is the
"tourist" until they strike up a
conversation with you?

Several builders told me they
had taken firm orders, one for no
less than three of his boats. Oth-
ers commented that they had had as
much interest and inquiry as they'd
had at past commercial shows. Oth-
ers reported they'd had an enjoy-
able time, but as to business pros-
pects, whose to know yet? The ov-
erall attitude seemed very positive,
the gatherings were very pleasant
affairs, the public was an apprecia-
tive and interested one, and the
exhibitors were kindred spirits.
There was a high degree of commu-
nication amongst the builders with-
out sign of crass competitive atti-
tudes. It seemed to me that these
shows succeeded in uniting the in-
dividualists who build small boats
for the good of all.

All three shows are planned
again for 1991, and we'll see what
direction they take towards making
them more effective as merchandis-
ing efforts for the builders while
still preserving their relaxed and
very enjoyable ambience.

The MELONSEED SKIFF

Photo by
Fran Nichols



Great sailing, delightful picnic, good friends and wonderful boats at our MELONSEED SKIFF Summer Regatta

Rather than bringing you more of our enthusiastic claims about our MELONSEED SKIFF, I want to bring you this portion of an unsolicited letter from one of our new MELONSEED SKIFF owners, written to a fellow sailor who had admired his MELONSEED SKIFF. Please read and enjoy.

"I've sailed since I was a kid, almost everything you can name. It was the same old pattern of bigger is better. In the process I learned a lot, and finally I tired of the continual upkeep, high moorage fees, unused cabins and crew finding. So, I reverted. In mid-May I flew to the Newport Small Boat Show. There I met Roger Crawford, his able assistant John, and many happy MELONSEED SKIFF owners. For the next three days I logged a lot of on-the-water time. I had close-hauled, heeled-over sails in heavy winds and seas that made me holler with joy. I had peaceful nights where we sat quietly in the cockpit enjoying the stars.

In the process, the MELONSEED SKIFF just quietly sold herself to this doubting, testing, demanding hardnose. I placed my order. What followed left me in awe. For years in this boating game I have been subjected to unkept factory promises, shoddy work, errors, and poor integrity. Roger is something else, a real rarity today.

I had asked him to ship in time for my MELONSEED SKIFF to meet me at our Michigan cottage so my sailing family could also enjoy its simplicity of rigging and handling. The boat arrived exactly on time. This MELONSEED SKIFF made our family vacation. SHE IS THE FINEST SAILBOAT I HAVE EVER OWNED! This was the best \$4,500 I have ever invested in any boat.

Roger has a tiger by the tail. He is wisely controlling it by limiting production to maintain the quality he demands. He will not pressure you for an order, he won't even ask for it. But you'll end up, as did I, asking him to accept and schedule your order for a MELONSEED SKIFF.

Whether you are young, old or midway, you'll have more fun in and with the MELONSEED SKIFF than you ever thought possible. As an owner, I know!"

Gene Schobinger.

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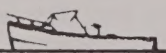
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BROKERAGE FOR SAIL AND POWER

HAPPENINGS

HAPPENINGS

Several notices for events scheduled in early September arrived here after the August 15th issue went to press. We're listing these here for the benefit of any readers who might wish to take any of these in.

TRADITIONAL VESSEL WEEKEND

The Connecticut River Museum in Essex, CT, will host a weekend of demonstrations and races for traditional wooden boats September 15-16. Larger sailboats over 25' race on Long Island Sound, smaller sailboats on the River at Essex. (203) 767-8269.

The Connecticut River Oar & Paddle Club will run a race for rowing/paddling boats around Essex harbor early Saturday afternoon. A Sunday morning brunch cruise to Nott's Island will leave at 10 a.m. (203) 388-2343 or (203) 388-9740.

WOOD RIVER RACE

The 14th Annual Wood River Race for canoes and kayaks takes place on September 8th at the Bradford Fishing Access on the Pawcatuck River in Bradford, RI. (401) 725-3344.

BOATS OVER 26' BEWARE

As of July 31st, all boats over 26' in length are required to display on board an anti-dumping placard as pictured. Stiff fines are al-

NEWPORT BEACH WOODEN BOAT FESTIVAL

The Newport Beach (CA) Chamber of Commerce will sponsor its Annual Wooden Boat Festival on September 21-23. The Southern California Small Boat Messabout Society has been invited to bring a fleet of homebuilts for display and a race during the weekend. For the latter portion of the festival, Joe Tribulato, (818) 762-8945.

COAST GUARD SCALE SHIP MODELS

Judging of scale models of Coast Guard ships on display at the Custom House Maritime Museum in Newburyport, MA, has been completed, and the 60 or so models will be on display into the fall, as part of the commemoration of the Coast Guard's 200th anniversary. (508) 462-8681.

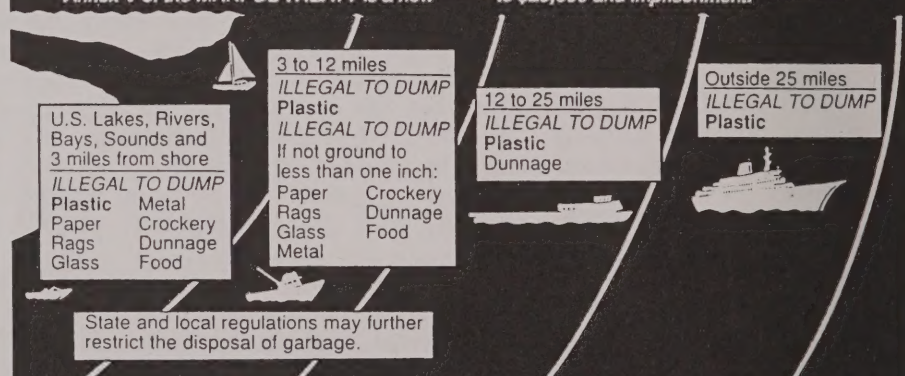
MYSTIC SCHOONER RACES

Mystic Seaport Museum will host the 23rd Annual Schooner Race September 8th, with racing on Long Island Sound, headquarters and dockage at the Seaport. No racing class is included, working sail rigs only. Mary O'Neill, (203) 572-0711, ext. 323.

ready being levied for violating the regulations posted on the card. To get a copy of the card for your boat, call the Center for Marine Conservation at (202) 429-5609.

It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States.
Annex V of the MARPOL TREATY is a new

International Law for a cleaner, safer marine environment. Violation of these requirements may result in civil penalty up to \$25,000 and imprisonment.



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Thanks to the truly enlightened self-interest of the people at North River Boatworks in Albany, New York, about 40 small boat builders basked in the public spotlight on the banks of the Hudson River in the state capital June 23rd and 24th. After a cloudburst mid-morning on Saturday, the weather smiled on the outdoor affair, and the public came to see what was to be seen. The Corning Preserve is a public park, and the Albany Parks people adopted the Albany Wooden Boat Festival as a summer cultural attraction.

The adjacent river provided on-the-water opportunities, despite somewhat difficult access over hastily contrived floats and gang-plank. It seems there is a four foot tide at Albany, 150 miles from the sea, and the river banks are rip-rap granite blocks set at a fairly steep angle, so it wasn't just a launch the boat from the beach setup. Bigger boats could be launched about a half-mile away at a public ramp. On Sunday several events for rowing and sailing craft took place on the river, winds by then were light, but adequate for ghosting.

The main scene was ashore on the grassy parkland, and typical of

1ST ANNUAL ALBANY



WOODEN BOAT FEST

these small boat gatherings, the variety of boats to be looked over was wide ranging. The single most numerous type of boat was the canoe, with several builders each displaying a selection of their craft. Small rowing and sailing craft came in a number of different forms, and there was also a kayak exhibitor and a pedal boat display. The workmanship ranged from museum quality to "I use it every day" utility, with a couple of partly finished boats providing some insight into how the boats are built.

Saturday morning's cloudburst, one of a line of squalls passing through the area, flooded the grounds, and where I happened to be located with my "Cockleshell" display was right in a swale. This filled with water into a "pond" several inches deep and maybe 50' long by 10'-15' wide. I seized the opportunity to paddle "Cockleshell" in this instant pond, and the local TV news videocam was there it seems. On the evening news, here was this weirdo paddling his small boat in a puddle. "With all those beautiful wooden boats to be shown, they chose this..." Indeed they did. But it was sorta fun, folks!

Report & Photos by Bob Hicks



NORTH RIVER BOATWORKS

The folks at Albany's very own inner city boat shop, North River Boatworks, who made the Albany Wooden Boat Festival happen so successfully. From left are Howard Mittleman, Dan Sutherland, Richard Tearoe, Ellen Nooney, Afra Nahmmacher and Cloud Kennedy. North River had a fleet of their traditionally built boats on display. North River Boatworks, 6 Elm St., Albany, NY 12202.

ANDRE & HIS FOLDING SCHOONER

Right at the entrance to the boat show was Andre Venables with his Bolger Folding Schooner, unfolded and rigged for display, and for sale, as Andre's crew has outgrown dad's boating and moved on to other things. When Andre decided to go sailing, he had to fold the schooner, and this provided a major public entertainment. With the stern against the winch post on the trailer, a cable to the stemhead fitting 32' away was wound onto the winch and the bow rose majestically into the air like a drawbridge opening. I was curious as to how Andre would control the bow sec-

tion when it over-centered and began its drop down onto the stern section. He did it with an assistant by each walking alongside on the trailer, easing the bow section past vertical and on down to its resting place. If Andre had only known the appeal of this show, he could have done up a little placard, "See Andre and His Folding Schooner! Shows at 10, 11, 12, etc." By next year he hopes to have sold the boat. It's a good buy for a Bolger enthusiast who wants a "big" boat. Andre Venables, 15 Hasbrouck Rd., New Paltz, NY 12561, (914) 255-4538 eves.



QUARRIER BOATS

Keith Quarrier (left) teaches woodshop in landlocked western New Hampshire, but still loves to build boats, he displayed this very nice St. Lawrence skiff. Here he talks with Bob LaVertue of Springfield Fan Centerboard. Quarrier Boats, Box 25, Alstead, NH 03602.



YACHT FINISH SKIFF

Building contractor Bob Monetti bought a set of plans for an Asa Thompson skiff from "Wooden Boat" and built this yacht finish craft as a first boat project. He made up the display board at left showing materials and various piece parts from the project just for the show. Bob Monetti, 200 Foster Rd., Toms River, NJ 08753.



PADDLE CRAFT CANOES

John Maiurano (right, between canoes) started building traditional wood/canvas canoes only two years ago. You'd never guess it from the high quality of the boats he displayed. Paddle Craft, RD 1, Box 205B, Greenwich, NY 12834.



GARWOOD

The only power boat at the show was this replica Garwood run-about. GarWood Co., Inc., 329 Broadway, Watervliet, NY 12189.





O'CONNELL'S WOODEN BOAT SHOP

Russ O'Connell (left) and friend Marc Barto (right) brought several of Marc's amateur built projects, as Russ' latest boat wasn't quite ready. Here they talk about Marc's "Melon Seed", which Russ now will build to order, with avid small boat sailor Richard deBronkhardt of Maryland. Marc sold a skiff at the show, he fits his boatbuilding into his pottery business, Wolfesville Pottery. O'Connell's Wooden Boat Shop, 345 E. Grant St., Lancaster, PA 17062.



MC GREIVEY'S CANOE SHOP

Jack McGreivey (middle) builds a beautiful "Racine" wood/canvas canoe, as well as other specials such as the small size craft in the foreground. Like others in the canoe trade, most of his work is in repair and restoration though. McGreivey's Canoe Shop, 379 Old State Rd. Cato, NY 13033.



SPRINGFIELD FAN CENTERBOARD

Bob LaVertue has built a couple of decked sailing canoes of the Rushton "Princess" type, and finding the correct old bronze fan centerboards proved impossible, so he built his own, and now is in the business building these space saving devices for small boat sailors. Springfield Fan Centerboard Co., 20 Treetop Ln., Springfield, MA 01118.

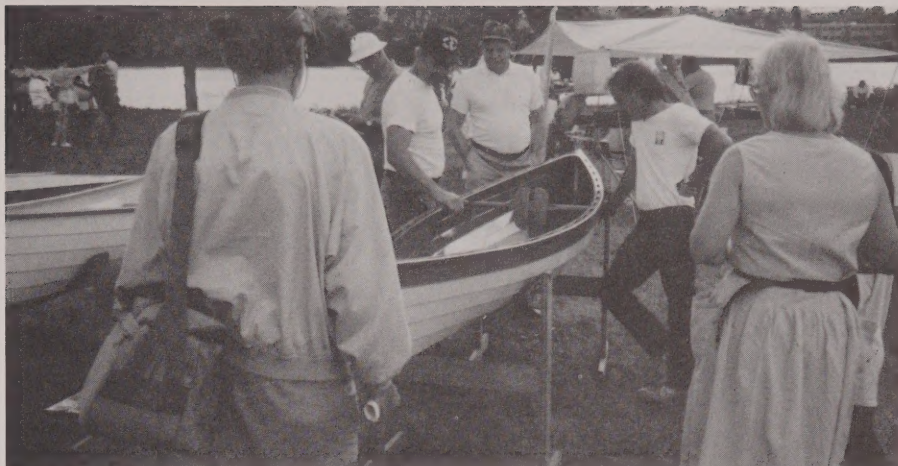


SOUTH COVE BOAT SHOP

Rob Barker (left) builds traditional small boats on the Connecticut River not far from Springfield, Massachusetts. He's active in the TSCA, recently serving as that organization's president. South Cove Boat Shop, P.O. Box 10, Montague, MA 01351.

HILL FAMILY BOATBUILDING

After 20 years as a boatbuilder, 11 doing his glued lapstrake ultralight boats, Tom Hill (to right of boat) has become well known nationwide from his book on, and teaching of, the latter boatbuilding method. Hill Family Boatbuilding, RR 1, Box 2310, Huntington, VT 05462.



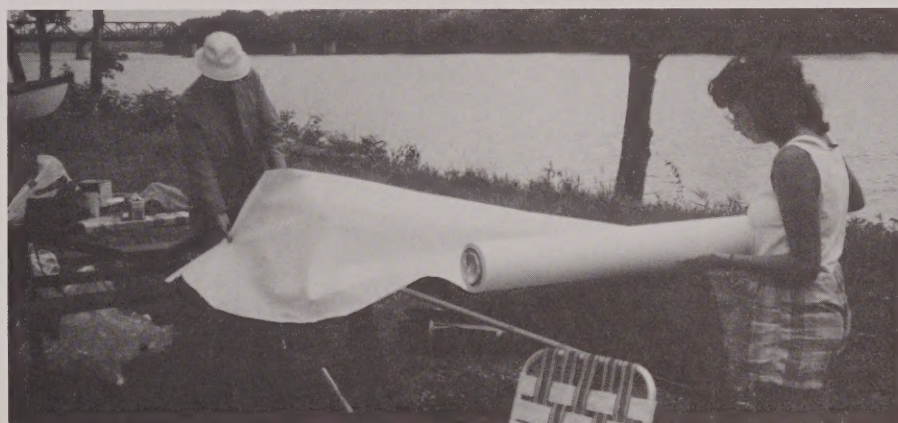
MOBILE MARINE

Dan Lindrooth (center) started as a strip canoe builder, still does them, but has branched out into daysailers. Here he displays his 14' Amesbury dory skiff "Petrel", a glued lapstrake ply upsizing of a smaller skiff he built last year. Mobile Marine, 2924 Orchard Ln., Huntingdon Valley, PA 19006.



THE PAPER CANOE

Walter Fullam and his granddaughter commence covering a Rob Roy canoe hull, used as a form, with a sheet of paper for another of Walter's beloved paper canoes.



OAT CANOE

Jeff Hanna (second from left behind boat) is busy almost full time repairing wood/canvas canoes in the Belgrade Lakes area of Maine, but he did find time to design and build himself a Greenland kayak and this miniature Maine river bateau, which attracted a great deal of attention. Oat Canoe, RR#2 Box 1900, Mt. Vernon, ME 04352.





CLEAR ROCK TRADES

Peter Watson builds and repairs wooden boats in western New York state, so it was surprising to see his partly finished project at the show was a Banks dory. Peter says he loves dories. Clear Rock Trades, 5325 Barber Rd., Avon, NY 1444.



BUILDERS' CHOICE

All the exhibitors were asked to vote for their choice of best boat in the Show and Faut Latif (second from left) was the winner with this elegant fantail pulling boat, complete with wicker armchair back for passenger. Talking with Faut are, from left, Jennifer Elliott of "Wooden Boat", Tom Hill of Hill Family Boatbuilding and Dave Baker of Dotage Boat Works. Faut Latif, RFD Box 20E, Orwell, VT 05760.



LANDING SCHOOL OF BOATBUILDING

Even though the 1991 class of 40 students is full up, Landing School director John Burgess (right) was at the show showing off his students' work, here a Chamberlain dory skiff, as the boats built at the school, while a byproduct of the educational program, need to find good homes. Landing School, P.O. Box 1490, Kennebunkport, ME 040436.



GEODESICS BY MONFORT

Plat Monfort (behind mast) is a familiar sight at just about all small boat gatherings and his novel "geodesic" boatbuilding technique that produces oh-so-lightweight small craft continues to fascinate would-be home builders. Monfort Associates, RFD 2 Box 416, Wiscasset, ME 04578.

MOONDANCE

John Thomson (wearing hat) created his 11' minimum cruising sailboat, "Moondance" to fulfill his own dreams and it has caught the fancy of many home builders. Everyone seems to break out in smiles when they walk up to it at the shows, set up as pictured for overnight camping. John sells complete plans for the boat. Thomson Smallboats, Box 670, Vestal, NY 13851.



FRED LEVINSON

Fred Levinson completed the restoration of this Smith & Sons Lake George boat after North River had done the heavy structural restoration. Fred's from Pittsfield, Massachusetts.



WOODSTRIP WATERCRAFT

Al Bratton (second left) specializes in strip built canoes, but got hooked on kayaks and had these two versions of Dennis Davis DK's added to his row of paddling and sailing canoes. A busy guy. Woodstrip Watercraft, Box 1140, Lansdale, PA 19446.



WINDHORSE GOSHAWK

Dan Leonard (in cockpit) created this melding of large double kayak and small daysailer into a cartop cruising sail/paddle craft, the "Goshawk", outfitted with BSD sails and very comfortable "beanbag" seating. A great deal of creative thought went into this boat. Windhorse Marine, 91 Library Rd., S. Britain, CT 06487.





LOON KAYAKS

Custom sea kayak builder Chip Chandler (center behind boat) is showing his work at wooden boat builder shows this year instead of at sea kayak symposiums, and his carefully crafted very light strip built kayaks do attract the non-kayaking small boat folks' attention. Loon Kayaks, HCR 32, Box 253, Sebasco Estates, ME 04561.



PISCES PADDLES

The lady is writing out a check for Dave Kavner, who is all smiles, for he's sold her a boat. It's one of his scale model Adirondack guideboats in the foreground, a sideline to his paddle making business that's blossomed into a serious business on its own, with over 75 already built and delivered. Pisces Paddles, RD 1, Box 151A, Athens, NY 12015.



GEOFFREY BURKE

Geoff Burke (left) builds beautiful traditional lapstrake double paddle canoes (center) in the White Mountains of New Hampshire. In the lower left corner can be seen a birchbark canoe built by Henry Vaillancourt, also a White Mountain area builder. Geoff brought it to show for Henry, a work of art. Geoffrey Burke, Boat-builder, Box 212, Chocorua, NH 03817.



BRISTOL BRONZE

Roger Winiarski (second from right) brought a complete set of the cast bronze fittings he is marketing as Bristol Bronze. Roger got frustrated when restoring his classic wooden sailing yacht with being unable to find correct bronze cast fittings, and so he went into the business himself. Bristol Bronze, P.O. Box 101, Tiverton, RI 02878.

WOODEN BOAT MAGAZINE

Yes, "Wooden Boat" magazine was there, and there was Executive Editor Jennifer Elliott working the booth. Perhaps we will be reading something about the Show in "Wooden Boat" sometime soon.



SHAW & TENNEY

You know paddle and oar marker Shaw & Tenney is around when you see nearly everyone carrying miniature paddles that Paul Reagan brings to sell at the shows. At \$2.50 each they make nice nautical souvenirs, and not just for the kids either. Paul also does good business with the real things. Shaw & Tenney, Box 213, Orono, ME 04473.



WATERMARGIN FINE CARPENTRY

Steve Thomas (right) sailed his Chinese Junk upriver to attend the Show, and after seeing all the gleaming varnish, brought his two tenders ashore to show what boats that are "used every day" get to look like. He had a Whisp (pictured) and a Bolger Light Dory, equally begrimed from the Hudson, well used for daily commuting ashore from the liveaboard junk. The latter was a real gem, moored on the far side of the river too far away to photograph, looking for all the world like another outcrop of the granite abutments lining the river shore. With its oil lamps lit at night, it appeared quite a funky home afloat.



JAMESTOWN DISTRIBUTORS

The "Source" for necessary supplies for small boatbuilders is Jamestown Distributors, and Scott MacKay (second left) took advantage of this opportunity to see some 40 customers and potential customers all in one place. Jamestown Distributors, P.O. Box 348, Jamestown, RI 02835.

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SORRY WE MISSED YOU

For a variety of reasons, in part our own lack of thoroughness, we failed to catch on film the following exhibitors:

ADIRONDACK GOODBOATS

Mason Smith had his constant camber cold molded rowing/sailing Adirondack Goodboat on hand Saturday, but left that evening, before I could get to him. We caught up with him at the Lake Champlain Small Craft Exhibition.

ALDER CREEK BOAT WORKS

Mike Hanna had some of his traditional strip built Peterborough canoes on display, he also does restorations and is a specialist in the Peterborough, Ontario area canoe history. Alder Creek Boatworks, RD 3, Remsen, NY 13438.

ANTIQUE BOATING

Ray Nelson started the original "Antique Boating" magazine back in the early 1970's, later the magazine went to California. Now Ray is back with a new first issue coming out a year ago, and many of the original back issues going back to January, 1974, available. "Antique Boating", P.O. Box 568, Oriskany, NY 13424.

BISHOP PEDALBOATS

Shields Bishop brought his single and double 16' catamaran hulled, propeller driven pedal boats. They're built for comfort and speed, with armchair seating and efficient propeller propulsion systems. Bishop Pedalboats, 103 Sunnyside Rd., Scotia, NY 12302.

JOHN CURRY

John built a modified version of Dan Sutherland's Sutherland Trout Boat, and it was next to the North River display so I missed it, thinking it one of their fleet. John lives in Mahopac, NY.

RICK FISH

Rick displayed a sailboat his grandfather had built which he had restored. Rick is from Gansevoort, NY.

INDIAN POINT GUIDEBOAT

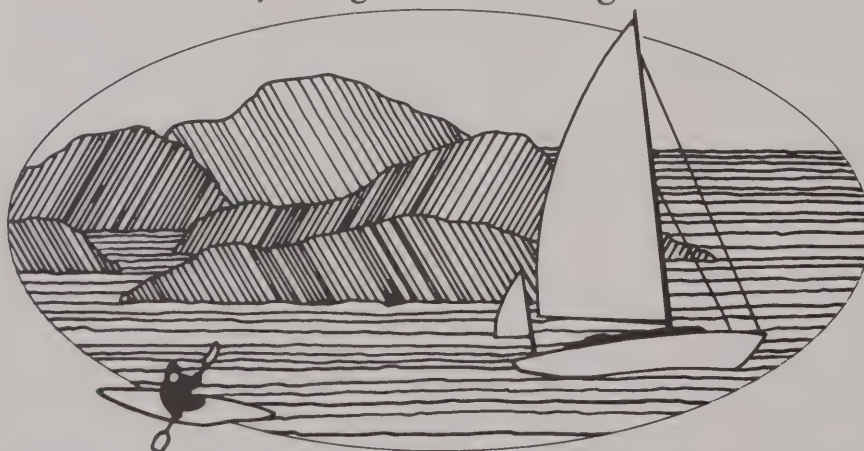
Gard Callanen had to work at his real world job as an A&E mechanic on this weekend, so his wife and young daughter brought along some of his Adirondack Guideboats, after taking a crash course from Gard in talking boat lingo. They did a good job with the help of an information sheet. Indian Point Guideboat, 732 Midland Ave., Midland, PA 15059.

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Scenes on the river. Top, Dan Sutherland docks "Ernest S"; and helps Marc Barto carry "Emily B" down the gangplank. Bottom, Dan and Hedda Leonard sailing the Windhorse "Goshawk"; and the sailing fleet in action was a pretty scene.

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The Lake Champlain Maritime Museum is one of those nice small museums devoted to local watercraft and maritime history. It's low key, inexpensive, and a pleasant visit for an hour or two for any boat nut. On July 7th and 8th they invited small boat builders to exhibit their craft again, as they had last summer. About 15 builders supported the show, all arranged under and around a large "circus tent" awning on the green of the Museum adjacent to the new building in which the replica of the Revolutionary War gunboat "Philadelphia" is being built.

We visited on Saturday when the builders were on the grounds. Sunday was to be the on-the-water day for those so desiring, the waterfront is not immediately adjacent to the Museum.



CHAMPLAIN VALLEY Small Craft Exhibition



The original concept was an exhibition of Vermont boat builders, but there aren't enough of them, it appears, and it was open to any and all who cared to travel to northwestern Vermont. They came from New York, Maine, Pennsylvania, Connecticut, and New Hampshire. Several were amateur builders with some very professionally built boats.

The Museum exhibits of indigenous small craft, and historical artifacts chiefly from the Revolutionary War era, are well displayed and interesting, and the "Philadelphia" has its keel and bottom timbers in place. It was a beautiful sunny summer day, and the trip was well worthwhile, even had I not been there as a journalist in search of a story.

Report & Photos by Bob Hicks.

THE "PHILADELPHIA" PROJECT

Here is a photo of progress to date on the Lake Champlain Museum's major project, a replica of a Revolutionary War Lake Champlain gunboat, the "Philadelphia". Yes it's indeed a very flat-bottomed craft for the shallow lake waters. Lake Champlain Maritime Museum, Basin Harbor, VT 05491.

ADIRONDACK GOODBOAT

We caught up with the elusive Mason Smith (center behind transom) deep under the big top at Basin Harbor, with his 18' Adirondack Goodboat on display, a cold molded epoxy/wood hull using constant camber hull halves, a design based on an Old Town square stern canoe Mason got years ago. A bit dark a photo, but best we did. Adirondack Goodboat, North Point Rd., Long Lake, NY 12847.

ADIRONDACK MUSEUM

Not far from Mason Smith, his wife Hallie had a display of traditional boats from the collection at the Adirondack Museum in Blue Mountain Lake, where she is director. The Museum is building its small boat collection, including an emphasis on becoming the source for traditional North American canoe information. It's a great place to visit, a year ago we dropped in enroute home from Clayton for a couple of hours and stayed six! Adirondack Museum, Blue Mountain Lake, NY 12812.

OTHER BUILDERS ON HAND

Nine other builders attended this show, and they are pictured in the reports from Albany or Strawberry Banke. They are Geoff Burke, Fiddlehead Boatworks, Steve Kaulback, Faut Latif, Loon Kayaks, McGreivey's Canoes, Mobile Marine, Paddle Craft, and Windhorse Marine.

THE STONEMASON'S BOAT

Jim Pearson built this Herreshoff 11-1/2' lapstrake dinghy during his winter slow season as a stone mason, and what a nice job of it he did. Winters are long in northern Vermont, so a nice project can be enjoyed.



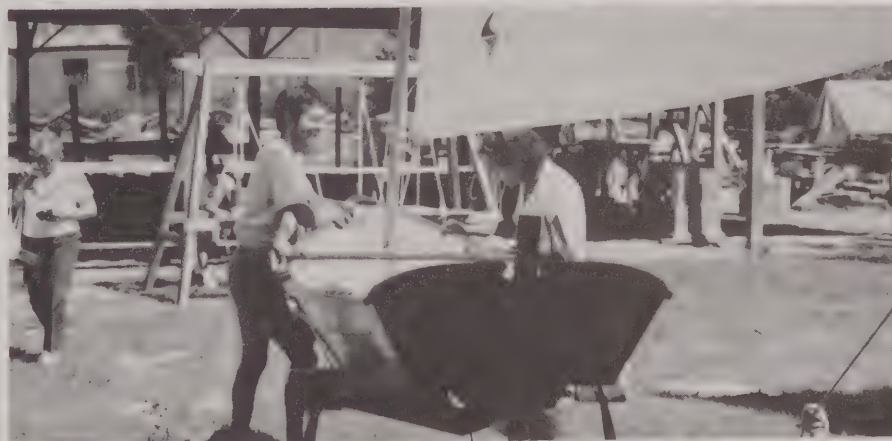
D.P. COOPER BOATBUILDING

Dexter Cooper builds and repairs wooden boats near the Connecticut River in eastern Vermont. Dexter (left center leaning on boat) had his restored Head Harbor Punt, an 11'3" old family lapstrake skiff he'd used as a child living in eastern Maine on Campobello Island. Despite being repeatedly damaged by collisions with larger boats, after 31 years the old boat is still seaworthy. Dexter plans to build these to order. He also builds wooden masts for small boats. D.P. Cooper Boatbuilding, RR 1, Box 267, Hartland, VT 05048.



AN ELEGANT WHISP

Jack Sumberg (left), who volunteered at the Basin Harbor Museum a couple of years ago suggested at that time that they hold a boatbuilders' show since he was building a boat. They did, and here is Jack with his yacht finished Whisp, the Steve Redmond design, with Tom Hill at right looking over Jack's work.



DUSTY'S FLEET

Dusty Rhodes (center leaning on boat), a retired naval person now living in Kittery, Maine, brought his fleet of small craft across to the New England west coast just for the fun of it. The fleet included a "Mockingull" sailing dory, a rowing shell and a Cape Cod Frosty. There's a Frosty fleet now based in Kittery.



About 4 in the afternoon on July 23rd, I noticed that the crowd was thinning out at Strawberry Banke, and here I was still trying to get around to see all the 50 or so builders who had shown up for the Second Annual Boatbuilders' Day. Where'd the day go? I'd arrived at 9 a.m. to set up my "Cockleshell" display and had hardly been back to it since. So much to see and talk about. The life of the journalist.

It was a great day, the heat wave of the preceding week moderated on this Saturday by intermittent fog from the nearby harbor and low clouds sometimes obscuring the sun. No rain, bearable mid-summer heat, lots of boats and interesting people. Many of you said hello, and I apologize to those expecting to find me at my "Cockleshell" setup, I was on the go all day.

The day was too full, for on the nearby Piscataqua River at noon the Seavey Island Rowing Club started its program of four

Once again Strawberry Banke Museum put on a good show, volunteers led by Dave Dupee had it all set up, and last minute relocation of several late registration exhibit-



BOAT BUILDERS DAY

rowing races for traditional oar-on-gunwale boats, and docked at Prescott Park across the street from Strawberry Banke was the gundalow "Edward H. Adams". I never got to see either!

Over half the builders, 30 of them, had not been at Albany or Basin Harbor, so there was a lot for me to see and photograph. The locale brought in the Maine builders, as well as Keith Merrill of Water Power Products, who came

down from Nova Scotia with his oars and paddles. And despite the locale, Dan Lindrooth of Mobile Marine came up from Pennsylvania, as did Al Bratton of Woodstrip Watercraft, and Russ O'Connell of O'Connell's Boatshop with Marc Barto from nearby Maryland even! The Pennsylvania builders seem to agree that they need something like this next year down in the Philadelphia area.

ors from out of the mainstream areas onto the main green took care of the only potential flaws. The spacious green, once known as the Puddle Dock and part of the Portsmouth waterfront, has lots of room for exhibitors to spread out their boats and large numbers of people to wander at will in uncrowded conditions. Right from the start in 1989, this event has become one of the Museum's major attractions, all the traditional boats in that 19th century setting is a perfect match. Now, if we could only work in the waterfront access across the street in Prescott Park for 1991!

The photo coverage of Strawberry Banke does not include 17 builders who were also at the Albany or Basin Harbor shows and appear in those reports.

Report & Photos by Bob Hicks



PERT LOWELL CO.

Joanne Johnson (center) is the granddaughter of boat builder Marcus Lowell of Newbury, Massachusetts, whose son Pert (Joanne's father), now in his 80's, is still active in their Parker River shop, run now by Joanne's husband, Ralph Johnson. Though best known as builders of the famed "Townie" sloop, they had just completed this outboard fishing skiff to special order. It planes easily with just 25hp. Pert Lowell Co., Lanes End, Newbury, MA 01951.



BART'S LITTLE BOATS

Bart Hawthaway (left), and good friend/customer Bob Wolfertz, manned a display of Bart's beautifully made little fiberglass double paddle canoes and kayaks. Here Bart talks shop with Kevin Martin, who builds similar boats in wood. Bart Hawthaway, 640 Boston Post Rd., Weston, MA 02193.

DAVE DUPEE'S DORIES

Dave Dupee (center) is still building his quarter-scale Piscataqua River dories, there seems no end to the demand for them as decorative artifacts. But Dave's real significance to the Strawberry Banke Boatbuilders' Day is that he conceived of the idea and leads the volunteer crew that stages the whole affair for the Museum's benefit. Dave Dupee, P.O. Box 101, Strafford, NH 03884.



BURT'S CANOES

Burt Libby (right) read Rollin Thurlow's and Jerry Stelmok's book on the wood/canvas canoe several years ago when it was first published, decided he'd like to build these when he retired, and now he is. Burt had two very nicely made canoes on display, one, a 13 footer built especially for his wife. Burt's Canoes, Rt.1, Box 1090, Litchfield, ME 04350.



LOWELL'S BOAT SHOP

George Odell (center rear) didn't bring a dory from the 200 year old shop his family owns and operates, but this sliding seat rigged double ender, in acknowledgement of the changing desires of today's oarsmen. Lowell's Boat Shop, 459 Main St., Amesbury, MA 01913.



HADDEN & STEVENS

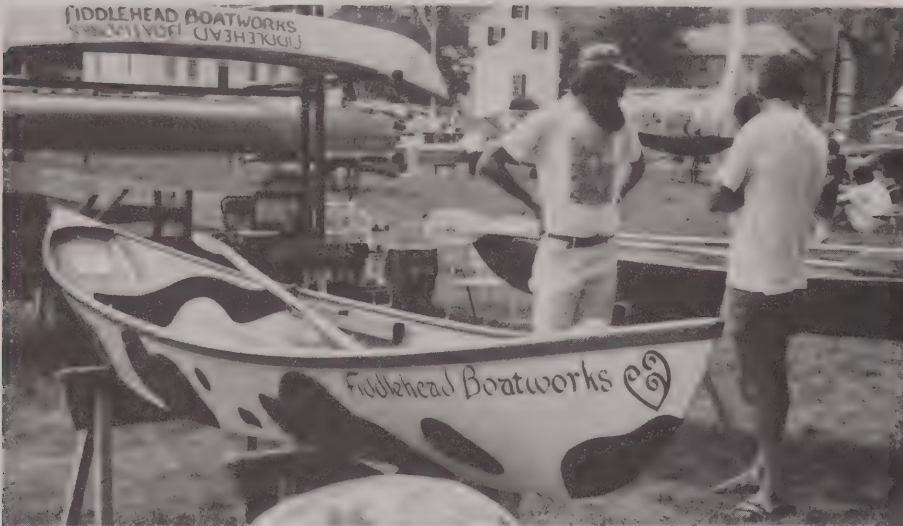
Rob Stevens (second from right) says their 20' power dory is no longer the oldest new boat not yet launched, they've run her up the river near the shop in Topsham, Maine, and found the boat was a delight on the water as well as to look at. He and his partner Bob Hadden also had their second 13' lapstrake bright finished "Piccolo" sailing/double paddle canoe on display. Hadden & Stevens, 65 Main St., Topsham, ME 04086.





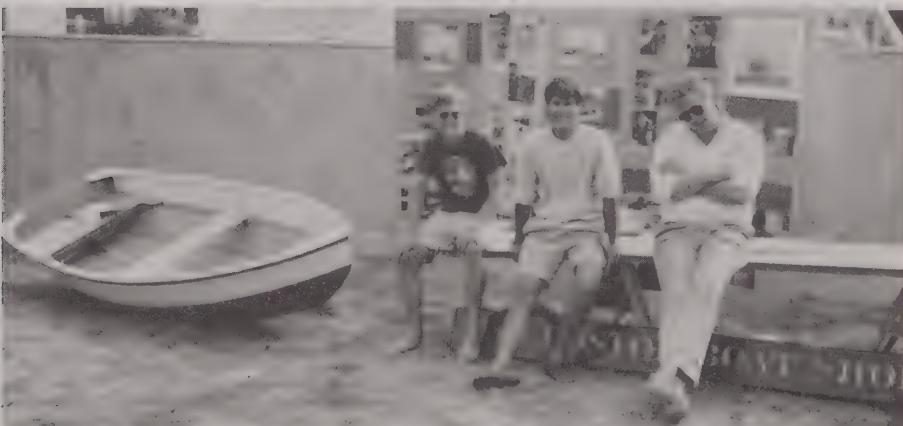
CRAWFORD BOAT BUILDING

Roger Crawford has been on a roll building his Melon Seeds, but it was his old standby Swampscott Dory that turned up at the show. He's built over 150 of these fiberglass versions of the New England classic. Crawford Boatbuilding, Box 430, Humarock, MA 02047.



THE HOLSTEIN CANOE

Mike Collins (left) had one of his Glen L. Rob Roy double paddle canoes painted up as a Holstein cow to get attention, and it did. At the Vermont show, local TV people had climbed all around his display to film the adjacent display of Faut Latif's work, ignoring Mike's product. So, next time...Fiddlehead Boatworks, Rt.1, Box 1060, Bradford, VT 05033.



THE BOSTON BOATSHOP

Tony Davis (center) and friends managed to get away from their Boston Boatshop, part of the public displays at the New England Historic Seaport in the old Charlestown Navy Yard in Boston, to be at this other museum locale for a Sunday, and tell people about their boatbuilding courses. Boston Boatshop, Building 10, Charlestown Navy Yard, Boston, MA 02129.



THE ADIRONDACK GUIDEBOAT

As versions of this traditional New York mountain lake boat proliferate, Steve Kaulback (pointing at left), after ten years at it, is still the pioneer in the revival of the design in modern day materials, he had his cold molded elegant wooden version on display at this show. Steve was one of few who appeared at all three summer shows. The Adirondack Guideboat, Box 144, Charlotte, VT 05445.

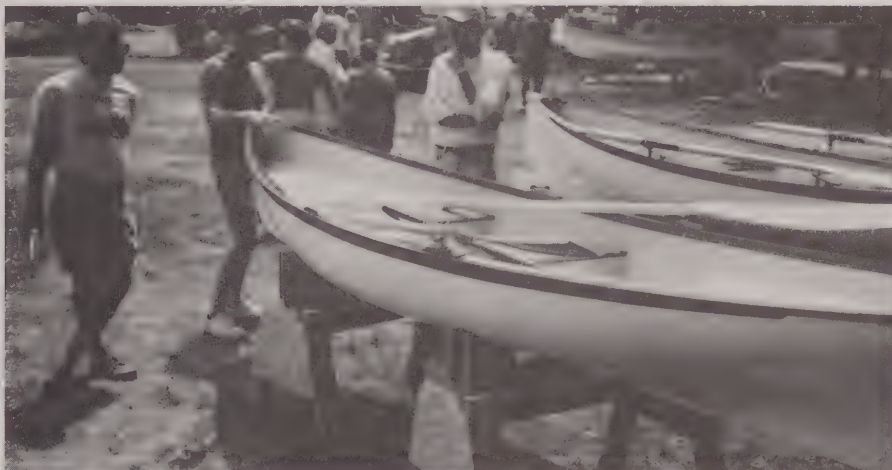
COMPLETED CAMPER CRUISER

David Lake (left) of Raven's Wing Watercraft, and Robert Stephens (right, leaning on boat) of Robert Stephens Wooden Boats, collaborated on the designing and building of this 20' camper-cruiser ("Boats" March 1, 1990). It has been an outstanding success for its new owners this summer. Raven's Wing Watercraft, RR3 Box 836, Wiscasset, ME 04578; Robert W. Stephens Wooden Boats, 23 Vining St., Lisbon Falls, ME 04252.



T.R. MAYER

Tim Mayer (standing between boats) has made ship models as a sideline business while working at BIW, but real boats caught his fancy and he's been finishing out fiberglass Whitehall type hulls he obtains from Jim Thayer with superb wooden detailing and trim. T.R. Mayer, RFD 1, Box 307, W. Buxton, ME 04093.



CHRIS STICKNEY

Chris Stickney (behind boat) builds this nice workboat finish 12' sailing skiff as a relatively low cost way for someone to get into enjoying small boats, but mainly he does repair and restoration at his shop in St. George, Maine. His low overhead operation enables him to offer very reasonable rates for his work. Chris Stickney, Box 146, St. George, ME 04857.



PAUL WEST

This nice 12' fiberglass rowing skiff was displayed by Paul West. The wood trim was a darker than usual finish that looked rather nice on the white hull. Paul West, Box 53, Steuben, ME 04680.





ARTHUR'S KAYAK

Arthur Brunt built this trim strip-built kayak, which served also as a display table for his son's unique T-shirt art. Here Arthur (standing at right) talks kayaks with kayak builder David Lake (left) and small boat designer Robert Stephens (center). Arthur Brunt, P.O. Box 1295, Wolfeboro, NH 03894.



JIM LOWER

Jim Lower (center) at one time helped out on wooden boat work at the Story yard in Essex, Massachusetts. Since then he's built several traditional dories while pursuing a livelihood lobstering. His latest craft is this yacht finished dory, which his son Ben (right) helped out on. Jim would love to get out of the lobstering and into boat-building full time. He does nice work. Jim Lower, 375 Bridge St., Hamilton, MA 01936.



PAUL'S LATEST PROJECTS

Paul Kimball (between boats) keeps busy with home building projects at his place in Kensington, New Hampshire, including directing a 4-H Club boatbuilding group. He had an original flat bottom sailing skiff from some bygone era summer camp along with his newly built copy, and was soliciting passer's-by assistance in trying to decipher the faded lettering on the old skiff's original canvas in an attempt to learn from whence it had come.



WATER POWER PRODUCTS

Keith Merrill (center at right) brought his array of oars and paddles down from Nova Scotia. While his array may seem quite traditional, it also includes some pretty up-to-date lightweight sculls. Water Power Products, RR 1, La Have, NS, Canada B0R 1C0.

ROB LINCOLN'S STEAMBOAT

Rob Lincoln of RKL Boatworks brought the steamboat he built last winter, to demonstrate he does more than build his "Little Rangeley" sliding seat pulling boats. The steamer was built to special order with no expense spared, it would appear from its incredible detail and quality of construction. RKL Boatworks, Pretty Marsh Rd., Mt. Desert, ME 04660.



MONADNOCK BOATS

Ed Younie (right) brought this restored Snipe to the show, he's located in southwestern New Hampshire in mountain country, but that doesn't deter him from his boatbuilding and restoration work. Monadnock Boats, Box 409, Dublin, NH 03444.



BAYBERRY CREEK BOATSHOP

Elliott Wilcox started his boatbuilding shop as a retirement activity and he's been pretty busy ever since. This Mirror dinghy was a nice piece of work and the bright sail was instantly noticed from anywhere on the grounds. Bayberry Creek Boatshop, 311 Chaffinch Island Rd., Guilford, CT 06437.



SORRY WE MISSED YOU

As at the Albany show, I managed to miss the following exhibitors when taking the photos for this report, for various reasons. My apologies to them.

GRIFF VENATOR

Amateur builder Griff had completed an extended version of a Dennis Davis canoe and brought this along with his extended version of my "Cockleshell" kayak. Griff's seems to be into extending boats, he said the extended Davis canoe was much more stable for two than the original. Griff Venator, 2 Jencks Rd., Foster, RI 02825.

NORTHERN BAY BOAT

Richard Washburn had his 14' fiberglass sailing/rowing skiff on display, and his wife, Jane Crosen, had her illustrative maps of familiar and unfamiliar (like the "Sea of Iniquity") places, and we got talking about all this so intently I guess I forgot to take their photo. Northern Bay Boats, P.O. Box 227, Blue Hill, ME 0464.

WILLIAM GASKIN

William is a carpenter who built himself a couple of stripper canoes and they turned out so well that friends encouraged him to maybe try building them for others

to order. So here he was with his boats to see if the interest was there. William Gaskin, 28 Donica Rd. York, ME 03909.

JOHN ETHERIDGE

John brought his 16' Delaware Ducker lapstrake sailing/rowing boat, from Arrowsic, ME.

G.C. STAVELY

G.C. Stavelly was listed as displaying a wherry and a 16' canoe, from Rye, NH.



LONG DISTANCE TRAVELLER

Hugh Horton (left center) brought his "Sugar Pine Needle" experimental sailing kayak all the way from Detroit, Michigan again this year. Hugh does extensive nationwide traveling in pursuit of messing about in boats. Hugh Horton Small Boats, 15175 Hamilton, Detroit, MI 48203.



MOSTLY MAINE FROSTIES

The Cape Cod Frosty has emigrated to Maine, where David Masury and Alex Nielson have been building the tiny 6 footers for winter frostbite racing at Kittery Point. The fleet now numbers close to a dozen. A.S. Nielson, P.O. Box 156, Kittery Point, ME 03905.



KEVIN MARTIN

Kevin Martin (right) has been branching out from doing canoe repair and restoration, and building his little lapstrake Rob Roy (pictured), he also displayed a Pete Culler design daysailer and a Piscataqua River Wherry. Kevin Martin, 4 Windsor Ln. Epping, NH 03042.

GALVIN'S BOATSHOP

Don Galvin took the boatbuilding course offered by the Northern Essex Vocational School in Haverhill, Massachusetts, part of its adult education program, and after completing his project boat, decided he could do this as a sideline business, so he had two of his lapstrake dory skiffs on display. Galvin's Boatshop, 10 Jady Hill Circle, Exeter, NH 03833.

SUTHERLAND BOAT & COACH

Since the Albany Show, Dan Sutherland (center in shorts) has departed from his partnership in North River Boatworks to set up his own shop in western New York, where his great-grandfather first began building boats, and where his grandfather, Ernest, now in his 90's, is still active and will be helping Dan with his work. Here Dan talks about the sail rig in his "Ernest S." with racing canoe sailor Jim Bowman. Sutherland Boat & Coach, P.O., Box 479, Branchport, NY 14418.



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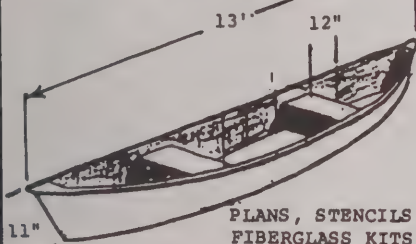
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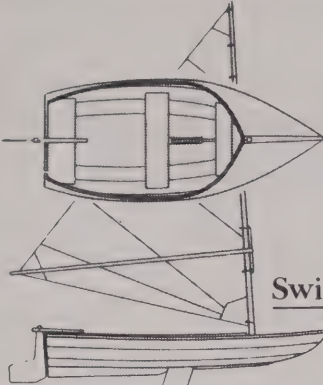
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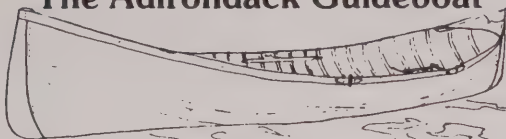
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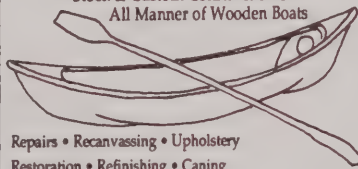


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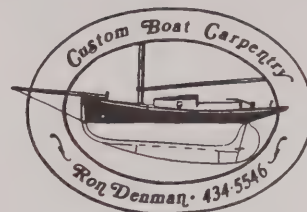
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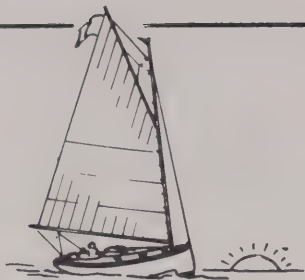


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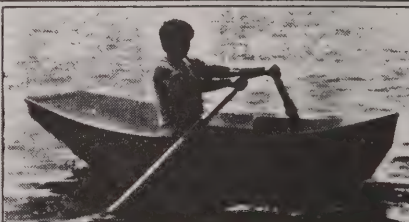
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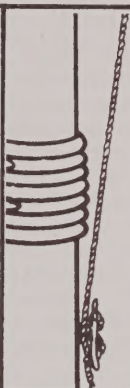
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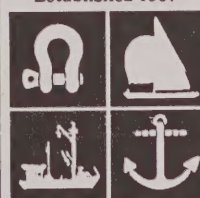
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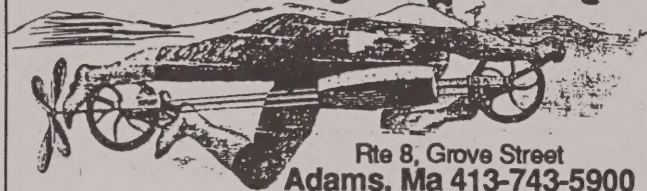
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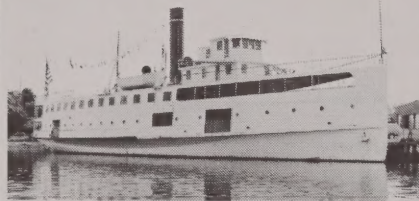
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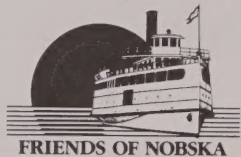


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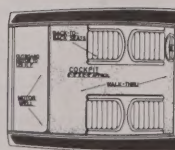
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